

INTELLIGENCE 25

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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

25X1

COUNTRY Germany (Russian Zone)

DATE DISTR. 28 March 1951

SUBJECT Shipyard in Rossau

NO. OF PAGES 2

PLACE ACQUIRED

NO. OF ENCL'S.
(LISTED BELOW) 1 Annex (2 pages
25X1

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. The Rossau Shipyard (V.W.) Vereinigung Volkseigener Werften (Union of Nationalized Shipyards) is located at the southwest edge of Rossau ($51^{\circ}53'N/12^{\circ}15'E$) adjoining the Elbe River. The railroad and highway bridge across the Elbe is east of the shipyard. 25X1
2. Prior to 1945 the shipyard was named Gebrueder Sachsenberg AG, Schiffbau, Rossau/Elbe. Its present designation is Vereinigung Volkseigener Werften, Rossauer Schiffswerft, Rossau/Elbe. *
3. Director Karl Hinrichs, a former locksmith, is manager of the shipyard; deputy manager is one Coesener, (fmu), formerly employed as a locksmith and shipwright by the Sachsenberg Yard. Commercial manager of the yard is Fritz Egert. The labor force at the shipyard numbered 1,300 workers, including 17% employed there during the war. The personnel on 15 July 1950 was 1,475 workmen and employees. There were 325 laborers employed in drifter building; 250 persons worked at the offices, did kitchen work or were employed as carriers; another 40 workmen are permanently engaged in assembly work in Stralsund (II 55/D 41). There are also 135 female employees at the yard, including 40 employed in production work. **
4. Work in the yard is done in three shifts. Drifters built there have a length of 34.70 meters, a draught of 2.93 meters, a molded depth of 3.20 meters and a displacement of 340 tons. [redacted] the speed of the drifters was 12 knots. 25X1 The drifters are assembled by riveting. Engines and auxiliaries are installed in Stralsund, since, because of their draught, the drifters otherwise could not be transferred to the Baltic. Repairs to Elbe barges and steamers are also made in the shipyard. The number of drifters transferred to Stralsund for final assembly was seven in August 1950. The annual quota of the yard for 1950 was said to be fixed at 20 drifters with a total value of 42,000,000 eastmarks. A total of 10 drifters was built to date. All drifters transferred to Stralsund were delivered to the U.S.S.R. on reparations account.

5. [redacted] as of 1 March 1950 the value of the machinery at the shipyard was 2,500,000 eastmarks; the value of the rolled material, steel plates and rough castings 2,000,000 eastmarks; and that of semi-finished products about 4,500,000 eastmarks. Steel plates, rolled material and rough castings were supplied by the Vereinigte Hohler Werk in Torgelow, Mecklenburg (II 54/t 17), an iron foundry in Laren/Lueritz (II 54/t 35), a rolling mill for

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non-ferrous iron in Wettstedt/Harz (L 52/D 6b), and a rolling mill in Ilberstedt/Harz near Bernburg (L 52/D 76). Net winches for the drifters are furnished by the Altwerke in Rossau. Finished iron structures, such as rail stanchions and iron tairs, are provided by Maschinenfabrik Polysius SAC in Dossau (L 52/L 17).

6. The ship yard has its own power station. The daily consumption averages between 3,500 and 3,600 kilowatts. If the yard's own power station fails, current is obtained by switching over to Energiwerk Mittweida in Dossau.
7. The plant police totals 55 men who patrol the yard.

* Comment. The Nosselau Shipyard, formerly called Sachsenberg-Werft, was built between 1911 and 1913. Its production consisted of light barges and river tank-boats prior to 1930. The shipyard was then converted to armament production, such as the construction of PT boats for the German Navy and assault boats for engineer units of the army. After the Soviet invasion in 1945 the shipyard was almost entirely dismantled. Its reconstruction took place in 1947 and 1948. 25X1

* Comment. In accordance with the production plan the labor force of the shipyard will be raised to 2,000 workers and employees by the end of 1950.

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